

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 17 MAY 1928)

Date of writing Report 4.5.28 When handed in at Local Office 5/5/28 Port of NEWCASTLE-ON-TYNE.

No. in Reg. Book 29494 Survey held at North Shields Date, First Survey 30 March Last Survey 4 May 1928 (No. of Visits 12)

Tonnage { Gross 567 Net 379 Vessel built at badiz By whom Behavarrulas y Larriaga When 1920.2.

Nominal Horse Power 74 Engines made at Barcelona By whom Alexander Biss When 1920.

No. of Main Boilers 1 Boilers, when made (Main) 1920. (Donkey) -

No. of Donkey Boilers 1 Owners Anglo Saxon Pet. Co. Ld. Owners' Address London Voyage London

Steam Pressure in Main Boilers 180 Managers Both Port London

Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both (State name of Dock) Smiths Dock.

CHARACTER.	Year of Survey	Machinery and Boiler Survey
+	100A.1.10.24	L.M.C. 4.24.
+	B.S. N ^o 1.24	B.S. 6.24.
		T.S. 5.26.

st Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C. & T.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

Were any parts of the Boilers not examined? No.

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs/a"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boiler? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? Yes.

Was the screw shaft now drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Was the shaft now changed? Yes. If so, state reasons See report.

Was the shaft now fitted with a continuous liner? No. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Working fit. (Bush rewooded). Complete.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

Vessel placed in dry dock. Tail shaft (2 liners) drawn & examined. This shaft has now been replaced by a new shaft with continuous liner (see Drying Rpt. attached) which is above rule requirements. Examination also made of Propeller, stern bush, sea connections & outside fastenings.

Engines opened & examination made of cylinders, pistons, slides, rods, spindles; crank, thrust shafting; bearings; Condenser (solid); auxiliary machinery & pipe connections; air, C.C. & feed & bilge pumps & their valves; Steering engine & windlass.

P. T. O.

General Observations, Opinion, and Recommendation:—

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel is in good order & safe working condition & is in my opinion to remain as classed with fresh record of L.M.C. 5.28, notation of "Tail shaft new 5.28 (C.L.) fitted for oil fuel 5.28 F.P. above 150°F. Boiler pressure re-instated at 180 lbs/a"

Survey Fee (per Section 28) £ 4.4.0 Fees applied for 10 MAY 1928

Special Damage or Repair Fee (if any) (per Section 28.) £ 4.4.0

Printing Expenses (if chargeable) £ _____ Received by me 30.5.28

P. T. O.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ FRI. 25 MAY 1928

Assigned _____ L.M.C. 5.28

Fitted for oil fuel 5.28 F.P. above 150°F

N^o 5.28

Insert Character of Ship and Machinery precisely as in the Register Book.



S/S "RIMULA" ex MUSILLA Contd.

Main Boiler opened & examined internally & externally with Safety valves, mountings, doors & fastenings. & found in good condition.

Repairs: Main Steam pipe annealed & tested to 360 lbs/sq hyd. pressure.

Thrust shaft found defective & now renewed (Forging Rpt. attached). Auxiliary machinery & steering engine thoroughly overhauled.

Boiler: Lower manhole doors built up by J. W. D. Spiers & doors refitted. Gunner caulking repairs.

Referring to the first entry report (Cadiz Rpt 824) the working pressure of the boiler which was reduced from 180 lbs/sq, for which the boiler was built, to 165 lbs/sq on account of the small diameter of the tail shaft has now been restored to 180 lbs/sq on renewal of both thrust & tail shafts of rule diameter for that pressure.

Please note that the diameter of the H.P. Cylinder is $12\frac{3}{16}$ " & not 13" as recorded in the Register Book at present.

Oil fuel burning installation: (Approved plans attached).

Installation fitted on board in accordance with approved plans. Pipe Systems tested by hydraulic pressure - discharge side to 400 lbs/sq. suction to 30 lbs/sq & found satisfactory.

The funnel damper has been removed. Steam heating coils tested to 360 lbs/sq.

Note: With reference to Secretary's letter E 12.4.28 no oil fuel settling tanks are fitted in this vessel.

On completion the installation was tried under working conditions & found satisfactory.

Boiler Safety valves adjusted to 180 lbs/sq as above stated.

D. F.